



HAYWARD AREA PLANNING ASSOCIATION

Vol. XXXI No. 3

The HAPA News

June 10, 2009

June 30 Tuesday 8pm City Council, Council Chambers (check city website to be sure)

The city is finally ready to approve new land uses and zoning for the 238 corridor. QV is slated for Sustainable Mixed Use (SMU) land use and zoning. This is a very important issue but, with most of the controversy worked out, there may be a low turnout. You can attend or leave a brief message of support with the office of David Rizk, 583-4004.

Then the next issues are how to resurvey the land to create sellable parcels, the Housing Program, and the projects for the LATIP. The LATIP under law must be approved by the CTC by the end of June 2010.

June 11 Thursday 7:30 Plan Com, Council Chambers

To consider an overlay zoning district for the recreational corridor (“the 238 trail”?) in the former freeway corridor. Talk about poetic justice. You can attend or leave a brief message of support with the office of David Rizk, 583-4004. One call two messages, support for SMU, support for trail.

Note: This news leaves out many issues along the length of the corridor, such as the awkwardness of the zoning in South Hayward, how the Caltrans designations need to be integrated with adjacent land use, achieving some degree of historical preservation or design, density levels in Fourth Street area and extending to E St., protecting Sulphur Creek, protecting open space south of Harder, extending Bunker Hill to Carlos Bee and density at north end, and the ones I can't remember.



EXTRA!! EXTRA!! MEDIA SPOTLIGHT HITS QV!!!!

Never rains but it pours. Starting with a New York Times article, front page no less, then a Chronicle article, front page no less, and polished off with two radio reports (KGO, KCBS) and a Channel 2 News spot, we have made the news. A deluge of email poured into Gail Lundholm's inbox, and she has been slaving away to catch up. Articles are printed below.

Alameda County to decide medium density housing vs. open space

Several pieces of Caltrans land are under the county. The county planning staff is recommending medium density housing for a strip of land south of the Gary Dr. stub that many of

us would like to protect in open space. The area is so nice and has such a great view that homeless people with good taste like to camp out there. What they leave behind is another matter and we think Knoll Way residents will prefer a public trail where decorum can be maintained. Coming up: a tour of county 238 areas for the Castro Valley Municipal Advisory Council.



ZETA Communities; Todd Jersey Architecture

ZETA Communities <http://www.zetacommunities.com/> is committed to high quality factory-built housing with zero net use of energy:

“Think zero energy homes: ZETA produces net zero energy, multi-family housing, mixed use and community facilities for urban and sustainable communities. Built in a factory, our structures maximize efficiencies, performance and quality while providing a scalable solution to climate change.”

I am getting help from Andrew Silverman on the pro forma before going to green investors. There is no more important challenge than beginning to educate green investors. I am annoyed with how slow I have been to start the process.

I have a new pro forma model to work on and also need to work on phasing. Phasing allows the project to be built in phases and, within limits, to speed up or slow down based on market demand. It also defines how people will park in the early phases and when that parking gets phased out when the bus service and store are started. The pro forma may also include some way to transition to a less dense, more car-based neighborhood, e.g., Village d'Italia.

I toured the quarry with a Berkeley green architect, Todd Jersey, and we think the same way except he is if anything even more enthusiastic. He wants to help, and I'm reluctantly optimistic. “We have been developing, refining and implementing green building systems and strategies for over twenty years.” www.toddjerseyarchitecture.com

Green Neighborhood

I've long been unhappy with “car free” because it is inaccurate and defines QV by a negative. How about Green Neighborhood?

Green Transportation + Green Affordability + Green Energy + Green Housing + Green Community = Green Neighborhood.



Design work

I really like my new site plan partly because it looks good and partly because it gives me a sense of how to make phasing work.

I am trying to find time to work with Brian Albin on a common AutoCAD file for QV, then 3D visualizing of the Village Center and of movement along a typical walkway to an entrance to a home. Also we will work on a more accurate estimate of contours for cut and fill.

QUARRY VILLAGE

HAYWARD, CA



VILLAGE CENTER
MEETING ROOMS
FITNESS CENTER
MANAGER FLATS
OFFICE
MAIL/ATM
MINIVAN
LOW-SPEED CARTS
CAR SHARE
COMMONS

CAR SHARE
CAR RENTAL
CAR PICK-UP



CONCEPTUAL SITE PLAN - TRANSIT ORIENTED DEVELOPMENT (TOD)

LEGEND

	6 BEDROOM TOWNHOUSE (140 UNITS) 3 FULL, 2 HALF BATH - 3 STORY BUILDING		1 BEDROOM CONDO (216 UNITS) 1 BATH - 3 STORY BUILDING
	4 BEDROOM TOWNHOUSE (202 UNITS) 2.5 BATH - 3 STORY BUILDING		STUDIO CONDO (48 UNITS) 1 BATH - 4 STORY BUILDING (OVER GROCERY/RESTAURANT)
	3 BEDROOM CONDO (84 UNITS) 2 BATH - 3 STORY BUILDING		
	2 BEDROOM CONDO (144 UNITS) 2 BATH - 3 STORY BUILDING		
	2 BEDROOM CONDO (102 UNITS) 1 BATH - 3 STORY BUILDING		

Sherman Lewis, President
Hayward Area Planning Association
2787 Hillcrest Ave., Hayward CA 94542
510-538-3692

CSUEB Parking Structure vs Rapid Shuttle

HAPA is opposing a proposed parking structure at CSUEB Hayward. HAPA is primed to sue over the inadequacy of the EIR.

Definition of alternative transit: free, frequent, fast, rapid shuttle bus from campus to Hayward BART financed by parking fees and fines and other sources, as described in detail in comments submitted by Sherman Lewis, President, Hayward Area Planning Association, on the two scoping announcements, on the Draft EIR, and in other submissions to CSUEB Hayward.

Summary: The EIR fails to identify an environmentally superior option by omitting consideration of alternative transit. The EIR proposes as mitigations TDMs that it admits have not been studied. The EIR inaccurately describes alternative transit and arbitrarily claims it cannot meet the purpose served by a parking structure. As a result, the EIR rationalizes support for increasing environmentally damaging, unsustainable, auto-dependent access to CSUEB Hayward. On May 22, 2009, the University announced the construction of a new parking structure and new parking charges. This announcement shows the University decided to build a parking structure before the EIR has been approved and before the TDM study is done.

If you know of any one connected with CSUEB Hayward and willing to listen, I can send you a good slide show and spread sheet that really makes the case.



South Hayward BART Parking Structure vs. Rapid Shuttle

BART is planning to take another look at access, including the shuttle idea, which could eliminate the need for a parking structure. More later; BART is still thinking how to study it.

State not at plate; supports increased greenhouse gases

The state of California, besides crippling budget dysfunctionality, is also promoting global warming while at the same time trying to slow it down. State policy supports using tax money to build parking structures in the name of transit-oriented development. The Proposition 1C bond money can be used to replace transit parking, but does not support “transit linkages” because the Department of Housing and Community Development (HCD) never explained to applicants what it meant specifically. Hayward has applied for a structure at South Hayward on the basis that BART required it, but it is not yet clear or final that that is what BART wants.

The state through the CSU system also subsidizes structures by overcharging for surface parking. In the case of CSUEB Hayward, it seems clear that a rapid shuttle to BART could meet the need of the structure.

The New York Times

May 11, 2009 In German Suburb, Life Goes on Without Cars By Elisabeth Rosenthal

Vauban, Germany — Residents of this upscale community are suburban pioneers, going where few soccer moms or commuting executives have ever	gone before: they have given up their cars. Street parking, driveways and home garages are generally forbidden in this experimental new	district on the outskirts of Freiburg, near the French and Swiss borders. Vauban’s streets are completely “car-free” — except the main thoroughfare,
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where the tram to downtown Freiburg runs, and a few streets on one edge of the community. Car ownership is allowed, but there are only two places to park — large garages at the edge of the development, where a car-owner buys a space, for \$40,000, along with a home.

As a result, 70 percent of Vauban's families do not own cars, and 57 percent sold a car to move here. "When I had a car I was always tense. I'm much happier this way," said Heidrun Walter, a media trainer and mother of two, as she walked verdant streets where the swish of bicycles and the chatter of wandering children drown out the occasional distant motor.

Vauban, completed in 2006, is an example of a growing trend in Europe, the United States and elsewhere to separate suburban life from auto use, as a component of a movement called "smart planning."

Automobiles are the linchpin of suburbs, where middle-class families from Chicago to Shanghai tend to make their homes. And that, experts say, is a huge impediment to current efforts to drastically reduce greenhouse gas emissions from tailpipes, and thus to reduce global warming. Passenger cars are responsible for 12 percent of greenhouse gas emissions in Europe — a proportion that is growing, according to the European Environment Agency — and up to 50 percent in some car-intensive areas in the United States.

While there have been efforts in the past two decades to make cities denser, and better for walking, planners are now taking

the concept to the suburbs and focusing specifically on environmental benefits like reducing emissions. Vauban, home to 5,500 residents within a rectangular square mile, may be the most advanced experiment in low-car suburban life. But its basic precepts are being adopted around the world in attempts to make suburbs more compact and more accessible to public transportation, with less space for parking. In this new approach, stores are placed a walk away, on a main street, rather than in malls along some distant highway.

"All of our development since World War II has been centered on the car, and that will have to change," said David Goldberg, an official of Transportation for America, a fast-growing coalition of hundreds of groups in the United States — including environmental groups, mayors' offices and the American Association of Retired People — who are promoting new communities that are less dependent on cars. Mr. Goldberg added: "How much you drive is as important as whether you have a hybrid." <http://t4america.org/>

Levittown and Scarsdale, New York suburbs with spread-out homes and private garages, were the dream towns of the 1950s and still exert a strong appeal. But some new suburbs may well look more Vauban-like, not only in developed countries but also in the developing world, where emissions from an increasing number of private cars owned by the burgeoning middle class are choking cities.

In the United States, the Environmental Protection Agency

is promoting "car reduced" communities, and legislators are starting to act, if cautiously. Many experts expect public transport serving suburbs to play a much larger role in a new six-year federal transportation bill to be approved this year, Mr. Goldberg said. In previous bills, 80 percent of appropriations have by law gone to highways and only 20 percent to other transport.

In California, the Hayward Area Planning Association is developing a Vauban-like community called Quarry Village on the outskirts of Oakland, accessible without a car to the Bay Area Rapid Transit system and to the California State University's campus in Hayward. <http://www.haywardcal.us/links/links.html>

Sherman Lewis, a professor emeritus at Cal State and a leader of the association, says he "can't wait to move in" and hopes that Quarry Village will allow his family to reduce its car ownership from two to one, and potentially to zero. But the current system is still stacked against the project, he said, noting that mortgage lenders worry about resale value of half-million-dollar homes that have no place for cars, and most zoning laws in the United States still require two parking spaces per residential unit. Quarry Village has obtained an exception from Hayward.

Besides, convincing people to give up their cars is often an uphill run. "People in the U.S. are incredibly suspicious of any idea where people are not going to own cars, or are going to own fewer," said David Ceaser, co-founder of

CarFree City USA, who said no car-free suburban project the size of Vauban had been successful in the United States. <http://new.carfreecity.us/AboutUs/OrganizationandMission/tabid/104/Default.aspx>

In Europe, some governments are thinking on a national scale. In 2000, Britain began a comprehensive effort to reform planning, to discourage car use by requiring that new development be accessible by public transit.

“Development comprising jobs, shopping, leisure and services should not be designed and located on the assumption that the car will represent the only realistic means of access for the vast majority of people,” said PPG 13, the British government’s revolutionary 2001 planning document. <http://www.communities.gov.uk/documents/planningandbuilding/pdf/155634.pdf> Dozens of shopping malls, fast-food restaurants and housing compounds have been refused planning permits based on the new British regulations.

In Germany, a country that is home to Mercedes-Benz and the autobahn, life in a car-reduced place like Vauban has its own unusual gestalt. The town is long and relatively narrow, so that the tram into Freiburg is an easy walk from every home. Stores, restaurants, banks and schools are more interspersed among homes than they are in a typical suburb. Most residents, like Ms. Walter, have carts that they haul behind bicycles for shopping trips or children’s play dates.

For trips to stores like IKEA or the ski slopes, families buy cars together or use communal cars rented out by Vauban’s car-sharing

club. Ms. Walter had previously lived — with a private car — in Freiburg as well as the United States.



Vauban, which was completed in 2006, has 5,500 residents

“If you have one, you tend to use it,” she said. “Some people move in here and move out rather quickly — they miss the car next door.”

Vauban, the site of a former Nazi army base, was occupied by the French Army from the end of World War II until the reunification of Germany two decades ago. Because it was planned as a base, the grid was never meant to accommodate private car use: the “roads” were narrow passageways between barracks.

The original buildings have long since been torn down. The

stylish row houses that replaced them are buildings of four or five stories, designed to reduce heat loss and maximize energy efficiency, and trimmed with exotic woods and elaborate balconies; free-standing homes are forbidden.

By nature, people who buy homes in Vauban are inclined to be green guinea pigs — indeed, more than half vote for the German Green Party. Still, many say it is the quality of life that keeps them here.

Henk Schulz, a scientist who on one afternoon last month was watching his three young children wander around Vauban, remembers his excitement at buying his first car. Now, he said, he is glad to be raising his children away from cars; he does not worry much about their safety in the street.

In the past few years, Vauban has become a well-known niche community, even if it has spawned few imitators in Germany. But whether the concept will work in California is an open question.

More than 100 would-be owners have signed up to buy in the Bay Area’s “car-reduced” Quarry Village, and Mr. Lewis is still looking for about \$2 million in seed financing to get the project off the ground.

But if it doesn’t work, his backup proposal is to build a development on the same plot that permits unfettered car use. It would be called Village d’Italia.

“Bus” driver walks kids to school in Italian town: <http://www.nytimes.com/2009/03/27/world/europe/27bus.html>

Slide show: http://www.nytimes.com/slideshow/2009/05/12/science/20090512-SUBURB_index.html

Vauban, Germany, is an affluent new suburban community that differs from traditional suburbs in many respects. The most important difference is that cars are forbidden on most of Vauban's streets, and houses cannot have driveways or garages. Though not quite car-free, Vauban, a district of Freiburg, near the Swiss border, is a highly "car-reduced" suburb.



Biking and walking are the principal means of transport within the community. A tram that runs down the spine of the district connects Vauban to the train station and downtown Freiburg.

Many residents have carts that attach to bicycles for hauling toddlers and groceries. Some areas are not just car-free, but bike-free as well.

To make sure that residents can live in Vauban without a car, it is a "mixed use" community:

stores, banks and restaurants are sprinkled along the main street of Vauban, and that street is within walking distance of all homes. In many traditional suburbs, houses are in areas that are purely residential, according to zoning laws. Stores and banks are often distant, requiring a car ride.

For energy efficiency, the houses in Vauban, which was completed in 2006, are all row houses. Freestanding homes, like those in traditional suburbs, consume huge amounts of energy because of their exterior walls. Many houses in Vauban were built to passive house standard, meaning they are so well designed to conserve heat -- through insulation and other innovations -- that they do not need heating systems at all.



Many people move to Vauban not for environmental reasons, but because they feel that a car-free environment is far better for children. Indeed, children are everywhere! With no cars on the streets, many residents call Vauban a children's paradise, where youngsters wander from a young age in safety. Even some residents who say they miss the convenience of a car at their doorstep have concluded that it is worth the tradeoff.

Cars are forbidden on most of Vauban's streets, and houses cannot have



driveways or garages. In Vauban, residents who wish to own a car can do so, but must generally park it in one of two municipal garages at the edge of town. So for most errands, it's easier to walk to the store than to walk to the car. Also, spaces must be bought, for about \$40,000. The garages are also home to a car-sharing service, which car-less residents rely on for things like weekend ski trips.



Though Vauban is extreme in its policies to discourage driving, other places are beginning to adopt some of the same principles: disallowing new malls that are not accessible to public transportation, for example, and limiting the number of parking spaces in new developments. All photos: Martin Specht for The New York Times <http://www.nytimes.com/2009/05/12/science/earth/12suburb.html>

San Francisco Chronicle

1,000 units, near car-free, planned in Hayward

Robert Selna, Chronicle Staff Writer
Monday, June 8, 2009

Hayward, an East Bay suburb not known for pushing progressive ideals, quietly has laid the groundwork for a radical experiment in environmentally conscious living - a nearly car-free housing development.

Quarry Village is a proposed 1,000-unit neighborhood that would fill a former quarry near Cal State East Bay and 1 1/2 miles from

the Hayward BART Station. It's the brainchild of Sherman Lewis, a professor emeritus in political science at Cal State East Bay who created a nonprofit organization to promote the idea with local officials, investors and developers.

According to Lewis, 69, people would rent or buy eco-friendly, garage-free homes in the densely

built community with interconnected pathways. Residents would receive transit passes with the cost of their home but could pay separately for one of just 100 parking spaces.

A village square would feature a grocery store and other services. Shuttles would ferry passengers to the campus and BART.



While Lewis said he already has 100 people signed up to buy a home if the village is ever built, he is not funding the project himself, and it's unclear whether real estate investors will take a risk on his unconventional proposition.

'Huge pent-up demand'

"There's a huge pent-up demand for this, and I think it would make a lot of money," Lewis said. "But lenders have to be interested. If they're not, it will fail."

The village pushes the envelope of the "smart growth" philosophy, which de-emphasizes the automobile by creating new development near public transit. In recent years, a handful of projects in Europe, the United States and elsewhere have discouraged auto use by narrowing streets, cutting parking and pushing transit alternatives. Projects also are reducing energy use and emissions from building materials, heating and cooling systems.

Few places in the world have made a nearly car-free development a reality, however. One is in Freiburg, Germany, a city of 215,000 that has a history of left-leaning causes, including Germany's anti-nuclear and environmental movements of the 1960s.

The Vauban development in Freiburg is a 6,000-resident community completed in 2006. It has two large garages on the development's periphery, and residents can purchase a parking space for an additional \$40,000. Seventy percent of the residents don't own cars.

Car-free a tough sell

But advocates for car-reduced living in the United States face enormous hurdles.

First, most U.S. suburbs don't have the widespread public transit infrastructure necessary to make such communities desirable to Americans, who are not yet giving up their cars in large numbers. Second, real estate investors and developers generally are risk-averse and aren't ready to bet that enough buyers are prepared to go without cars.

In Vauban, an electric streetcar runs through the community's only main street and connects riders with downtown, a university and several business parks. At Quarry Village, a main public transportation line would be more than a mile away.

"I'm skeptical that you can

eliminate cars in a development that is not directly on top of transit," said Jeff Loux, a land-use expert and UC Davis professor who has visited Vauban. "You have to make the alternative almost as convenient and, hopefully, cheaper than cars."

But Loux said a Quarry Village model just might work if its shuttles are so frequent that residents don't feel inconvenienced. It's hard for anyone to really know unless the idea is tried in the United States, he said.

While the Hayward experiment might be a longshot, it has made major strides.

On May 28, the Hayward Planning Commission approved new zoning that allows for a higher level of housing per acre at the 30-acre quarry than what is permitted in the rest of the city, and that cuts way back on the amount of parking required.

Special zoning approved

New residential development in California commonly requires two parking spaces per housing unit. Under the new Hayward zoning, there is no minimum number of spaces, only maximums - 1.3 spaces per studio or one-bedroom unit, to 1.5 spaces for a two-unit or larger home.

And while Lewis does not have previous real estate experience, he is receiving help with a financial plan from energy-efficient home builder Zeta Communities, which has experienced builders and planners on staff. Another

advantage for Quarry Village is that the land is owned by Caltrans, which, after scrapping plans for a freeway extension, wants to unload the property.

Other Bay Area cities already have crafted land-use policies to push development and renovations in a more environmentally conscious direction.

2 big projects in S.F.

San Francisco is partnering with developers on two huge redevelopment projects, one at Treasure Island and another that comprises both Candlestick Point and the Hunters Point Shipyard. Together they could add 36,000

residents to the city in the next 20 years.

Neither project includes single-family housing, and each is designed with energy conservation in mind. Plans include allowing buyers to purchase parking separately from their homes and requiring them to buy transit passes. The total number of residential parking spaces in each plan is cut back from most new development, but not nearly as much as at Quarry Village.

Michael Cohen, who manages the city's development projects, said he believes the San Francisco projects are innovative as well as realistic.

"We believe that what we are trying to do is at the very edge of environmental sustainability while still being financially feasible," Cohen said.

Others are convinced that investors will give something like Quarry Village a shot sooner rather than later.

"The market will test whether it's viable," said Gerrit Knapp, at the National Center for Smart Growth at the University of Maryland. "There are segments of the population that will find this attractive; no car is the extreme, but less car is hardly novel."

<http://www.sfgate.com/cgi-bin/article.cgi?f=/c/a/2009/06/08/BA2D17THSA.DTL>

HAPA Dues - Still Only \$20

Make checks payable to "HAPA/SFSC." (The SF Study Center continues as our fiscal sponsor, so your contribution is tax deductible.) Mail to HAPA, c/o Sherman Lewis, 28787 Hillcrest Avenue, Hayward, CA 94542.

Sill needed: your smart, progressive friends who might want to support the important work that we do on local planning issues, tell them about us.



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